to Administrative deficiency and as a result thereof the size of the scheme is to be increased manifold for example Som-Kamla-Amha irrigation scheme was sanctioned in 1977 for Rs. 4.5 Crore and now it would cost Rs. 80 Crore;

(b) if so, the details thereof and reason therefor and

(c) by when the above scheme is likely to be completed?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) The execution of the sanctioned schemes is delayed apart from administrative deficencies due to allocation of inadequate funds by the State Governments apart from unavoidable technical reasons and unforeseen field conditions. Due to time overruns, the escalation of prices is the main reason for increase in the cost of the project. As per the present policy, the irrigation protects are planned formulated and funded by the State Governments as per *inter se* priorities. The Central Government gives assistance in the form of block grants and loans unattached to any sector of development or a project.

(b) Som-Kamla-Amba Project was ap proved by the Planning Commission in May, 1975 at an estimated cost of Rs. 4.48 crores to serve Cultivable Command Area of about 13,870 hactre. Subsequent ly in 1985, the project scope was revised to increase irrigation to serve Cultivable Command Area of 17,724 ha. The revised project estimate of cost about Rs. 58 crores was considered by the Advisory Committee in May, 1985 and found accep table subject to clearance from environ ment and forest angle and concurrence of the State Finance and Planning Depart ments. The State Government has since complied with the observations of the Advisory Committee and the Planning Commission. The latest estimated cost of the project as per 1991-92 Plan Docu ments of the State Government is about Rs. 96.5 crores.

(c) While the cumulative expenditure on this project is reported to be about Rs-

! 51 crores upto the end of March, 1991, the recommended provision for 1991-92 is Rs. 15 crores. The schema is scheduled to be completed by 1994-95.

Demand to change the route of Konkan Railway in Goa

474. SHRL PRAMOD MAHAJAN: ! Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a demand to change the route of Konkan Railway in Goa; and

(b) if so what are the details and the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHR! MALLIKARJUN): (a) and (b) The project is being executed by an autonomous body, viz. Konkan Railway Corporation (KRC). The alternative alignments of the railway in Goa were discussed by the KRC with the Government of Goa in detail. A final alignment was agreed upon which was confirmed by the then Government of Goa in December 90. This was reviewed by the Government of Goa in [a] meeting held on 25-3-1991 with KRC and certain minor changes were suggested which were accepted.

Extension of railway lines in Rajasthan

475. SHRI SANTOSH BAGRODIA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of extension of railway lines in different parts of Rajasthan;

(b) by when they are likely to be started and when they would be completed; and

(c) whether there is any plan to keep the railways compartments cleaner in all the classes?

THE MTNISTER OF STATE IN THE MINTSTRY OF RAILWAYS (SHRIMALLIKARJUN): a) Construction of a